

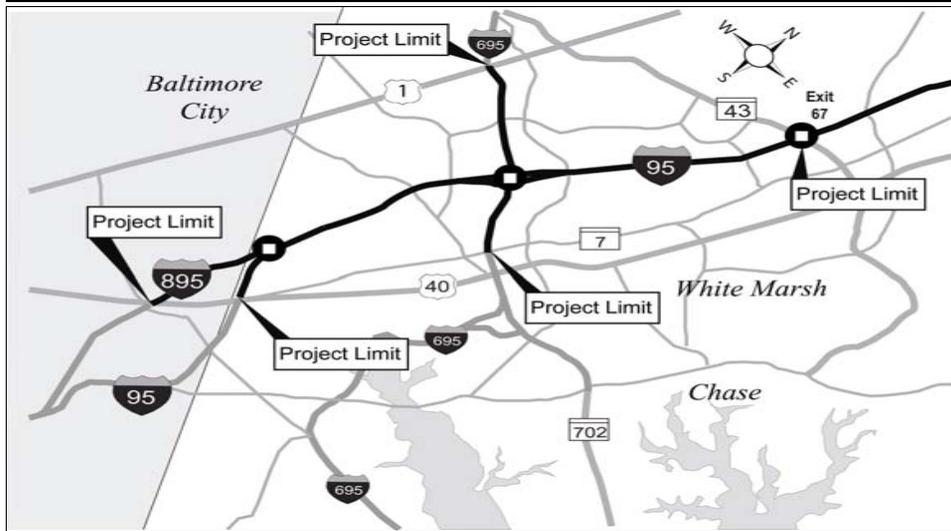
Maryland
Transportation
Authority



MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	507.4	368.7	252.9	76.8	42.7	37.3	1,285.7
System Preservation Minor Projects	94.2	159.8	164.7	125.7	124.3	217.7	886.3
<u>Development & Evaluation Program</u>	<u>1.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.8</u>
TOTAL	603.3	528.5	417.5	202.5	167.0	255.0	2,173.8



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improve the interchanges with I-895, I-695 and MD 43. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and F during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

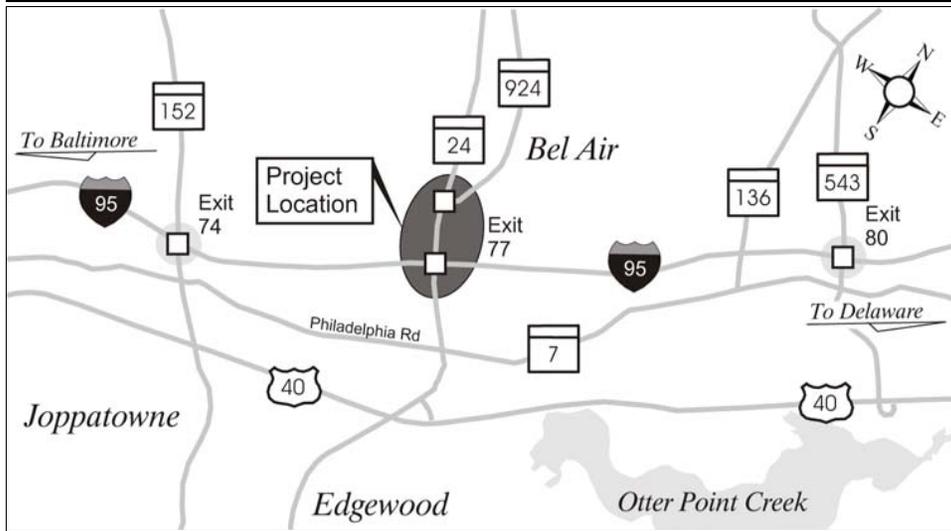
ASSOCIATED IMPROVEMENTS:

- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Section 200 - Development and Evaluation Program (Line 31)

STATUS: Right-of-way acquisition, engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$37 million due to modifications to the I-95/MD 43 interchange to include access to I-95 Express Toll Lanes.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	117,392	106,664	3,904	3,726	3,043	55	0	0	10,728	0
Right-of-way	46,046	42,342	3,704	0	0	0	0	0	3,704	0
Construction	861,749	547,913	70,166	116,848	96,244	30,578	0	0	313,836	0
Total	1,031,219	702,951	77,774	120,574	99,287	30,633	0	0	328,268	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

DESCRIPTION: Phase 1, construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924/Tollgate Road intersection to a grade separated interchange. Phase 2, improvements to the I-95/MD 24 interchange were developed as part of the I-95 Section 200 project planning study. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The project will improve capacity and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection. This improvement will address weaving movements on I-95 and MD 24 and improve traffic flow.

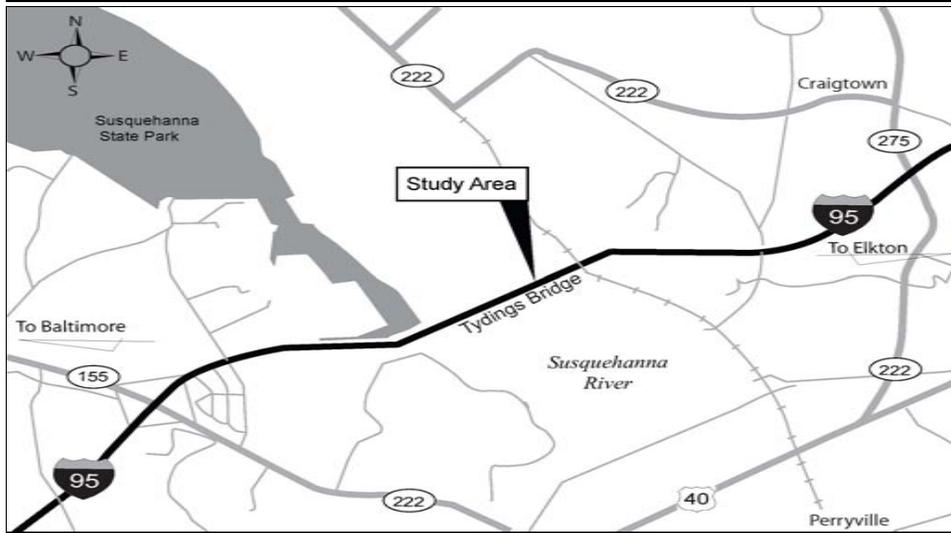
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Section 200 - Development and Evaluation Program (Line 31)

STATUS: Engineering is complete. Construction and right-of-way acquisition are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$4.7 million due to scope change (additional ramp widening from northbound I-95 to northbound MD 24).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			YEAR 2012	YEAR 20132014.....2015.....		2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,951	8,391	1,560	0	0	0	0	0	0	1,560	0
Right-of-way	4,000	2,076	1,924	0	0	0	0	0	0	1,924	0
Construction	51,317	36,911	14,406	0	0	0	0	0	0	14,406	0
Total	65,268	47,378	17,890	0	0	0	0	0	0	17,890	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitate pier foundations and provide pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

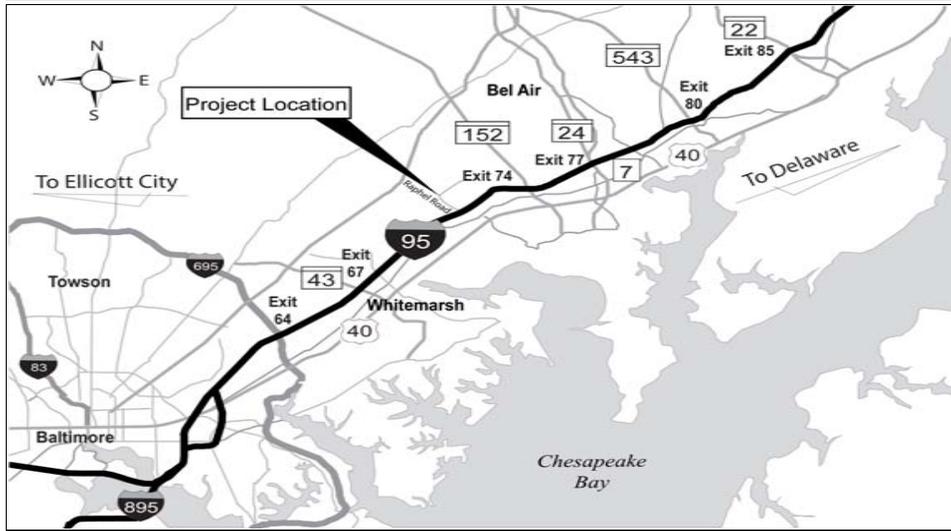
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Pier foundations were found to have advanced wear and require scour protection.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,350	722	252	348	28	0	0	0	628	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,376	22	13,229	26,058	2,067	0	0	0	41,354	0
Total	42,726	744	13,481	26,406	2,095	0	0	0	41,982	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Construction cost decreased by \$12 million based on actual bid price.



PROJECT: I-95 John F. Kennedy Memorial Highway - New Maintenance Facility

DESCRIPTION: The project includes the planning and right-of-way acquisition for a new maintenance facility along the I-95 John F. Kennedy Memorial Highway. Construction funding is included to purchase additional equipment for maintenance and operations of the Express Toll Lanes (ETL) and associated interchange improvements only.

PURPOSE & NEED SUMMARY STATEMENT: A new maintenance facility will be required to replace the existing JFK Maintenance 1 because the I-95 Section 200 project will displace this facility. The new maintenance Facility will cover the current service area for JFK Maintenance 1 as well as I-95 Master Plan Improvements, including the ETL's and associated interchange improvements.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: A new maintenance facility will be needed when the I-95 Section 200 improvements are implemented. This project has acquired a site for a new maintenance facility.

ASSOCIATED IMPROVEMENTS:

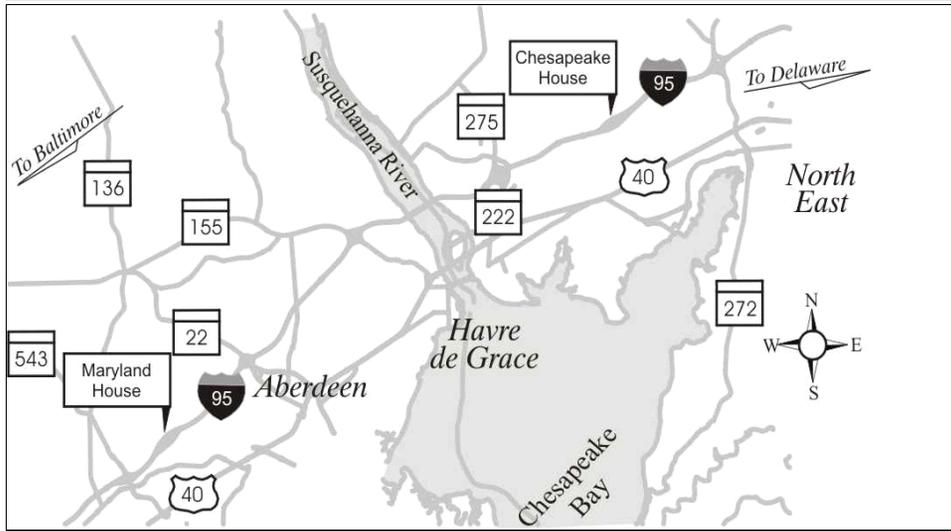
- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 Section 200 - Development & Evaluation Program (Line 31)

STATUS: Planning and right-of-way acquisition are underway. Equipment and vehicle acquisition (construction phase) is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP:

Construction cost decreased by \$1.1 million due to reduced amount of equipment to be purchased.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	451	30	421	0	0	0	0	0	421	0	
Engineering	4	4	0	0	0	0	0	0	0	0	
Right-of-way	2,090	1,198	892	0	0	0	0	0	892	0	
Construction	7,260	774	953	1,413	2,105	2,015	0	0	6,486	0	
Total	9,805	2,006	2,266	1,413	2,105	2,015	0	0	7,799	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: Replace and/or rehabilitate the structures and the operations of the concessions. An RFP is being redeveloped for a design, build, operate, maintain and finance contract for the two I-95 travel plazas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

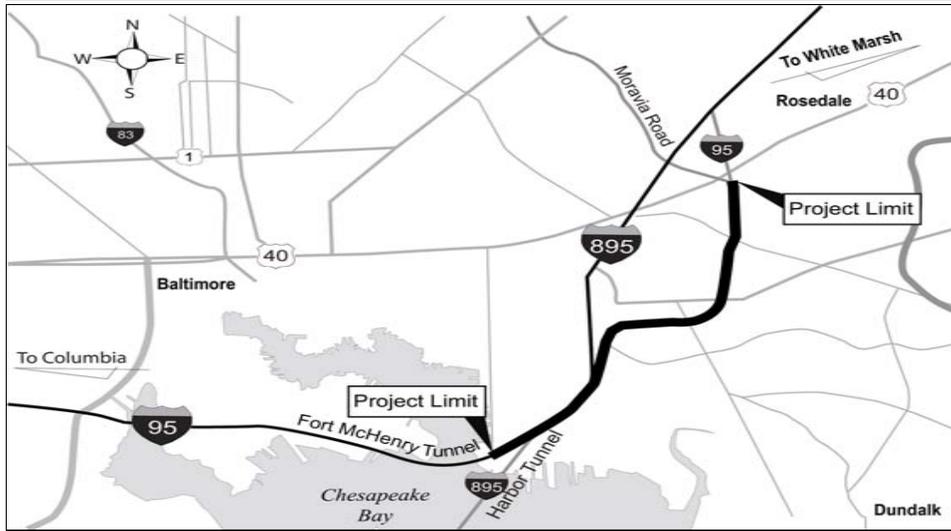
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehabilitation or replacement.

STATUS: Proposals were received in November 2011. Expect to award contract in early 2012. Construction funding is to be financed by the winning bidder.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2014....	....2015....	....2016....	....2017....		
Planning	4,154	2,027	1,011	600	516	0	0	0	2,127	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0
Right-of-way	250	0	250	0	0	0	0	0	250	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,274	3,897	1,261	600	516	0	0	0	2,377	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications

DESCRIPTION: The project limits extend from the southern end of the I-95 ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Phase 1 modifications from Moravia Road to Eastern Avenue include grinding and overlaying to provide four continuous through lanes (lane continuity); Phase 2 from Eastern Avenue to Fort McHenry Tunnel includes re-striping to provide four continuous through lanes (lane continuity). Construction funding is only included for Phase 1 southbound.

PURPOSE & NEED SUMMARY STATEMENT: The existing typical section of I-95 from Moravia Road to the FMT is as follows: three lanes per direction from I-895 to Moravia Road; four lanes per direction from Moravia Road to O'Donnell Street; three lanes per direction from O'Donnell Street to Boston Street; and four lanes per direction from Boston Street to the Fort McHenry Tunnel. This project will provide southbound lane continuity from the southern limits of the ETL's to the tunnel.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will provide southbound lane continuity from the southern limits of the ETL's to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

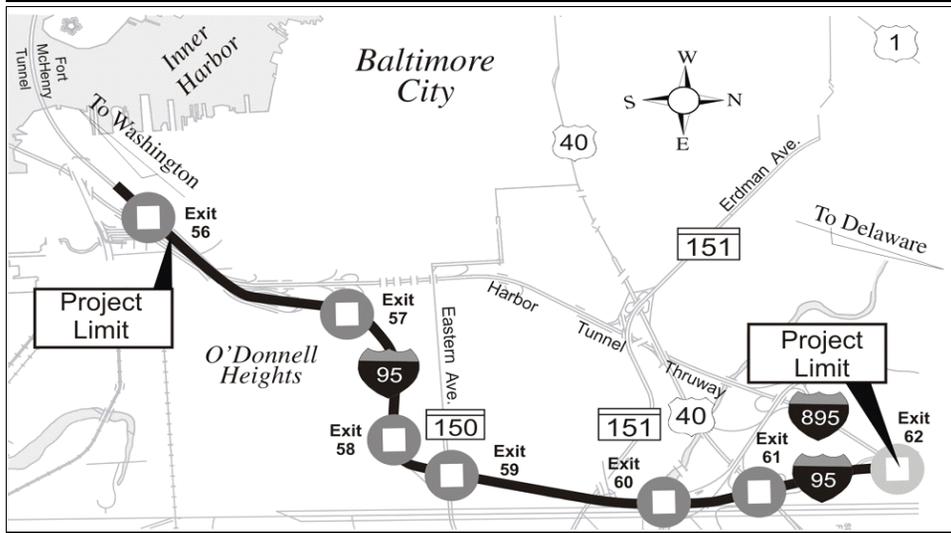
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Planning and engineering are complete. Construction for Phase I southbound is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$1.0 million due to additional railroad related costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				ESTIMATED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	1,494	1,404	90	0	0	0	0	0	90	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,250	3,802	6,448	2,000	0	0	0	0	8,448	0
Total	14,299	5,761	6,538	2,000	0	0	0	0	8,538	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage North of Tunnel

DESCRIPTION: Rehabilitate I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspecting and repairing of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

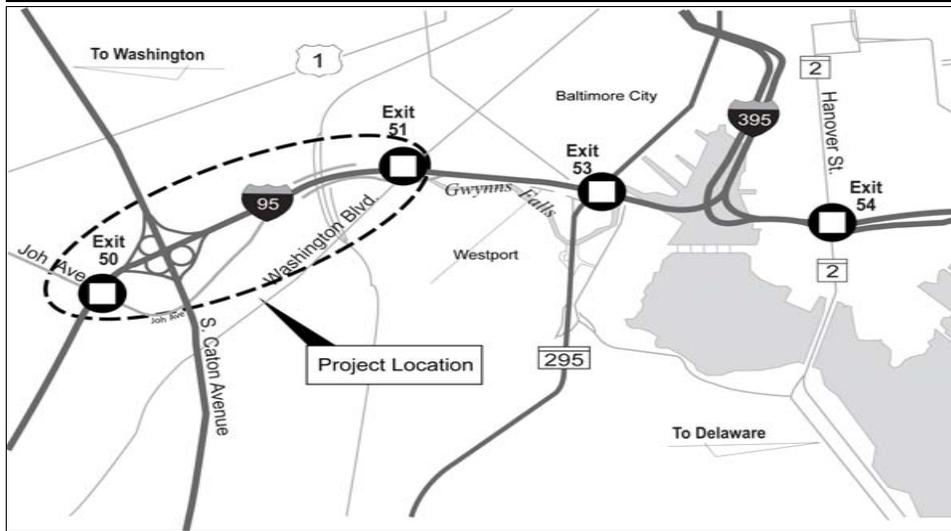
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Bridge and roadway rehabilitation is complete. Signing and lighting work is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,483	6,341	142	0	0	0	0	0	142	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,470	31,155	2,315	0	0	0	0	0	2,315	0	
Total	39,953	37,496	2,457	0	0	0	0	0	2,457	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation from Joh Avenue to Washington Boulevard

DESCRIPTION: Rehabilitation of I-95 South of the Fort McHenry Tunnel. Scope of work includes overlaying the roadway section, excluding bridge decks, between Joh Avenue and Washington Boulevard and replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Roadway has not been resurfaced since its opening in 1976 and it exhibits various degrees of wear. Signing, lighting and other safety features need to be brought up to the latest standards.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Roadway exhibits various degrees of wear. Signing, lighting and other safety features need to be upgraded to the latest standards.

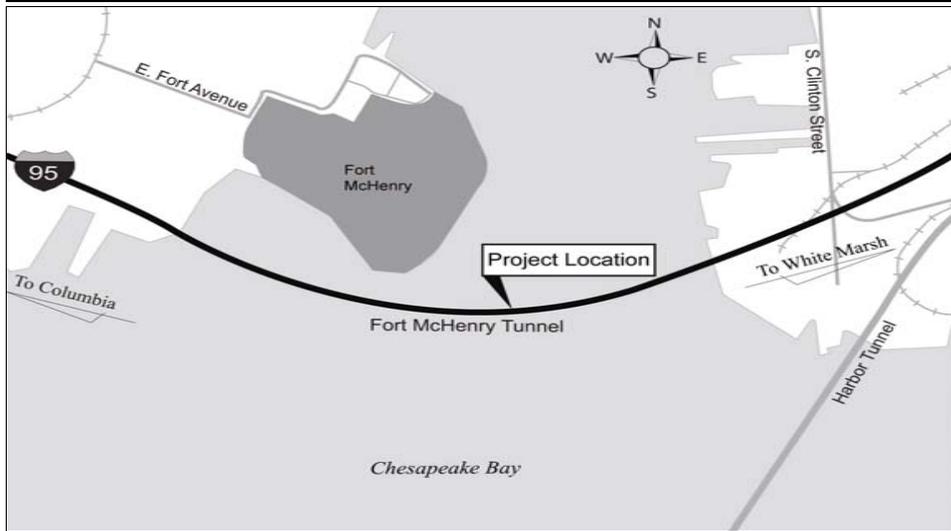
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)
- I-95/I-395 Ft. McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting - Construction Program (Line 10)

STATUS: Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	1,823	2,354	0	0	0	0	0	2,354	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,296	25,099	8,197	0	0	0	0	0	8,197	0
Total	37,473	26,922	10,551	0	0	0	0	0	10,551	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$0.7 million due to signage portion of project being completed under budget.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

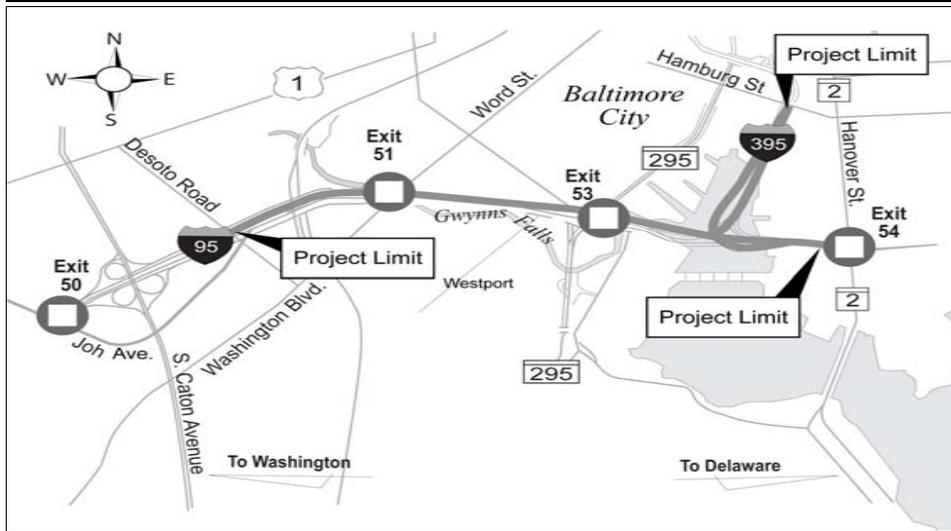
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95/I-395 Ft. McHenry Tunnel - Repairs, Joint Replacement and Painting - Constr. Program (Line 10)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	919	508	411	0	0	0	0	0	411	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,405	2,406	11,735	1,264	0	0	0	0	12,999	0
Total	16,324	2,914	12,146	1,264	0	0	0	0	13,410	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$6.0 million based on actual bid prices.



PROJECT: I-95/I-395 Fort McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting to Various Bridges on I-95 and I-395

DESCRIPTION: Repair superstructure and paint seven bridges on I-95 located near Russell Street and MD 295 and replace joints south of the tunnel.

PURPOSE & NEED SUMMARY STATEMENT: Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the superstructure. The joints are near the end of their useful life and need to be replaced.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

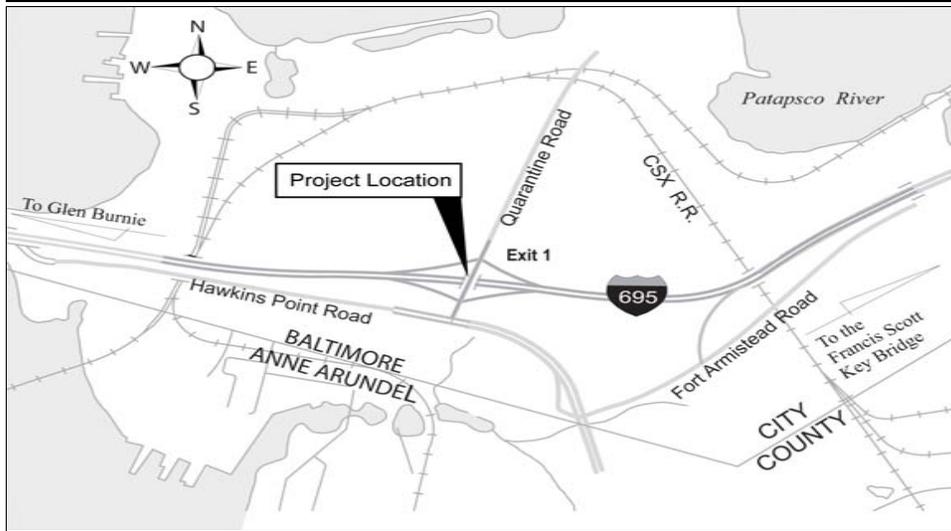
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,068	759	890	392	27	0	0	0	1,309	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,294	0	900	8,984	9,863	8,936	3,611	0	32,294	0
Total	34,362	759	1,790	9,376	9,890	8,936	3,611	0	33,603	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$13.8 million due to addition of construction funding for joint replacements.



PROJECT: MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road

DESCRIPTION: Improvements to Quarantine Road interchange will include widening of the ramps and upgraded traffic signals; permanent closure of the ramp from Quarantine Road to the Outer Loop and redirection of traffic to the Fort Armistead ramp; widening of the approach roadways and restriping the Quarantine Road bridge to four lanes; a new storm water management facility to control storm water pollution; new roadway signing, lighting, pavement markings, landscaping and reforestation.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange. This improvement will eliminate existing queues, which extend onto mainline MD 695.

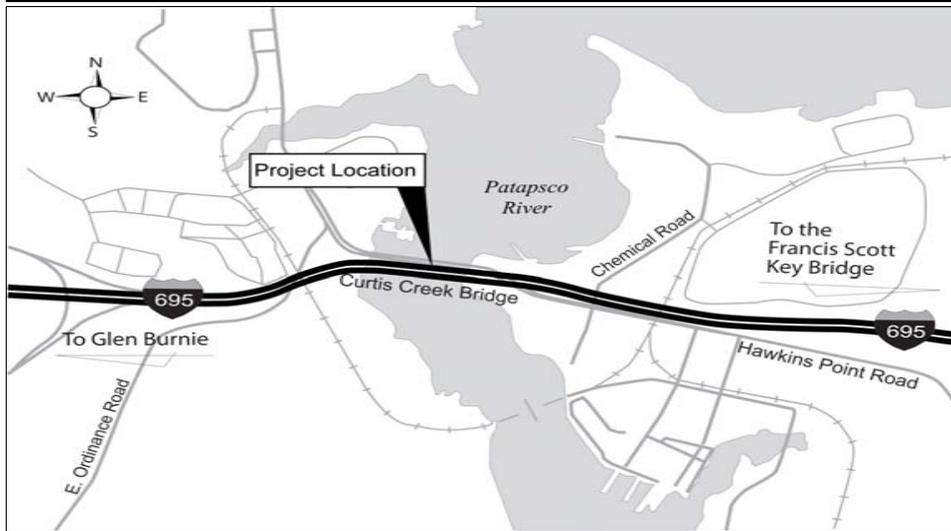
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

STATUS: Engineering is complete. Right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,984	4,984	0	0	0	0	0	0	0	0	
Right-of-way	6,525	4,750	1,775	0	0	0	0	0	1,775	0	
Construction	4,440	3,358	1,082	0	0	0	0	0	1,082	0	
Total	15,949	13,092	2,857	0	0	0	0	0	2,857	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

DESCRIPTION: Replace the steel grid deck of the bascule (movable) span, and retrofit stringers and floor beams.

PURPOSE & NEED SUMMARY STATEMENT: The grid deck is reaching the end of its useful life and stringers and floor beams exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the bridge.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This improvement will address existing wear and extend the useful life of the bridge.

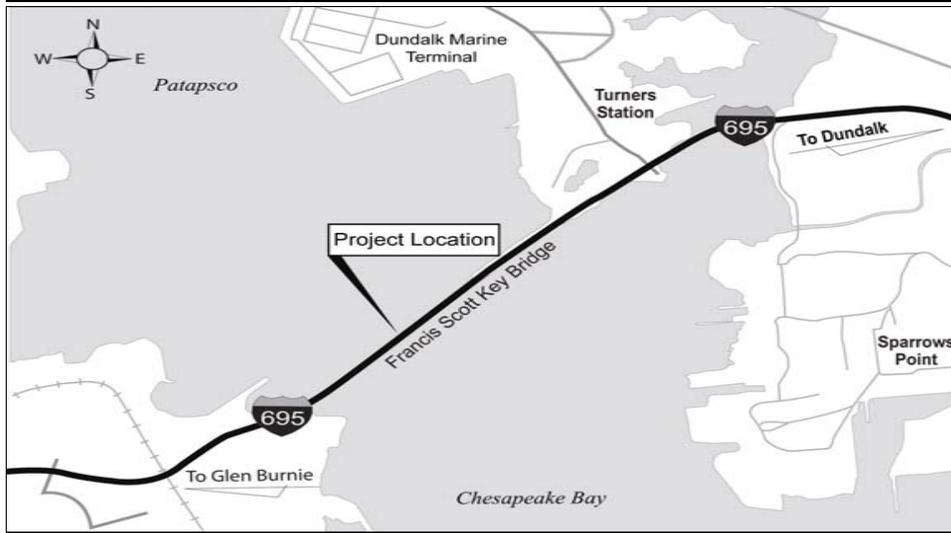
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,500	722	778	0	0	0	0	0	778	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,947	0	10,110	2,837	0	0	0	0	12,947	0	
Total	14,447	722	10,888	2,837	0	0	0	0	13,725	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams

DESCRIPTION: Repair beams on the approach spans and paint the bridge fascia beams.

PURPOSE & NEED SUMMARY STATEMENT: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

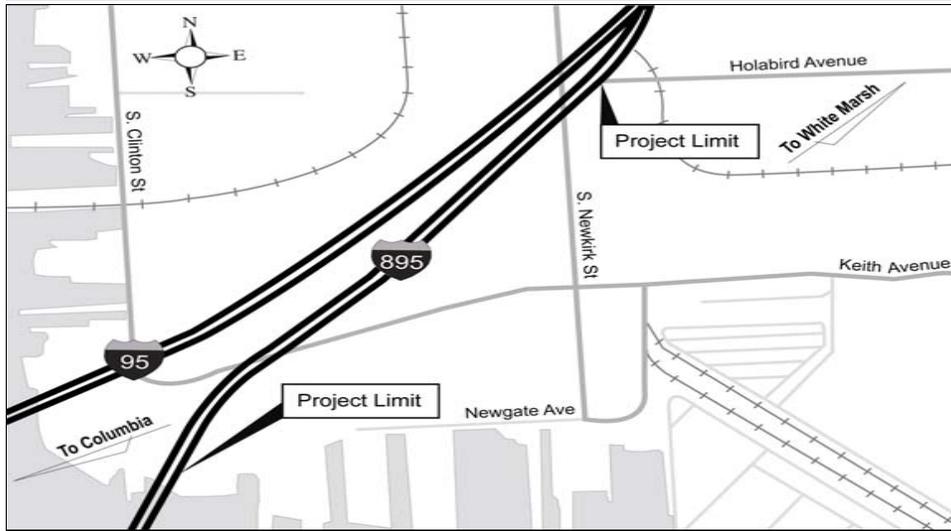
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	240	195	22	23	0	0	0	0	45	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,540	18	3,687	2,835	0	0	0	0	6,522	0
Total	6,780	213	3,709	2,858	0	0	0	0	6,567	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$7.8 million based on actual bid price.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

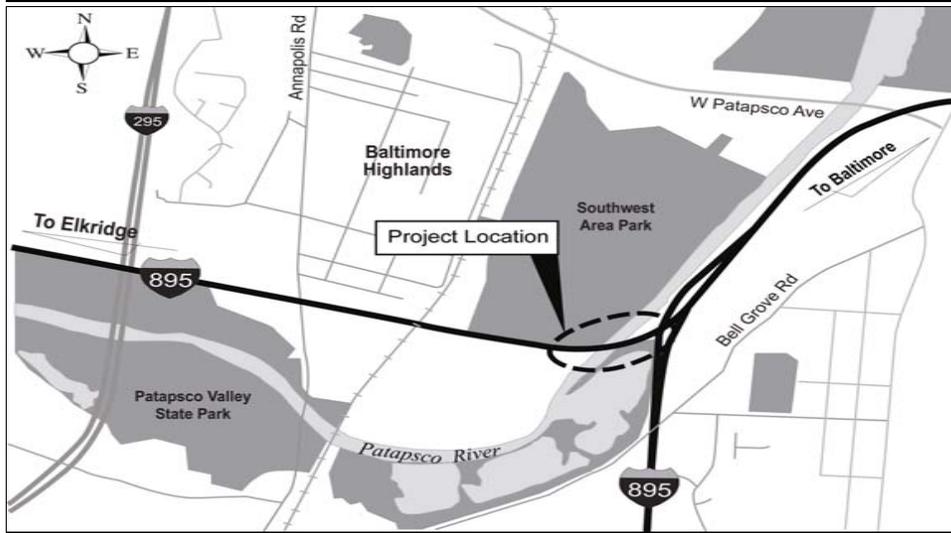
ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

STATUS: Engineering is underway. Right-of-way acquisition is to begin in FY 2013. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,137	3,270	732	815	320	0	0	0	1,867	0	
Right-of-way	10,920	0	0	5,460	5,460	0	0	0	10,920	0	
Construction	162,711	0	0	0	0	24,585	34,811	35,215	94,611	68,100	
Total	178,768	3,270	732	6,275	5,780	24,585	34,811	35,215	107,398	68,100	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

DESCRIPTION: Repair worn concrete of the pier bearing pedestals, caps, and columns.

PURPOSE & NEED SUMMARY STATEMENT: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	709	583	100	26	0	0	0	0	126	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,482	0	426	1,480	576	0	0	0	2,482	0
Total	3,191	583	526	1,506	576	0	0	0	2,608	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$11.0 million due to reduced scope including less than anticipated scour countermeasures and based on actual bid price.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

DESCRIPTION: Redeck the South Hanover Street, Potee Street and West Patapsco Avenue bridges and repair identified structural defects.

PURPOSE & NEED SUMMARY STATEMENT: These bridge decks are reaching the end of their useful life and need to be replaced.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: These bridge decks are reaching the end of their useful life and need to be replaced.

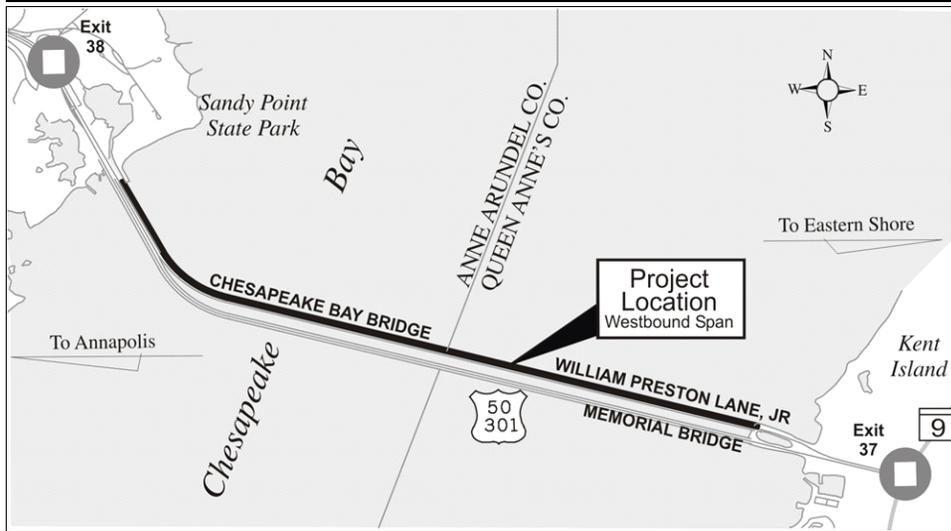
ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)

STATUS: Engineering is underway. Construction is to begin in FY 2013.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	984	670	114	100	100	0	0	0	314	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,018	0	0	4,238	4,624	1,156	0	0	10,018	0
Total	11,002	670	114	4,338	4,724	1,156	0	0	10,332	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$12.2 million due to reduced scope.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck

DESCRIPTION: Rehabilitated the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Through-truss Spans.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated and replaced the westbound bridge deck.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project rehabilitated and replaced the westbound bridge deck.

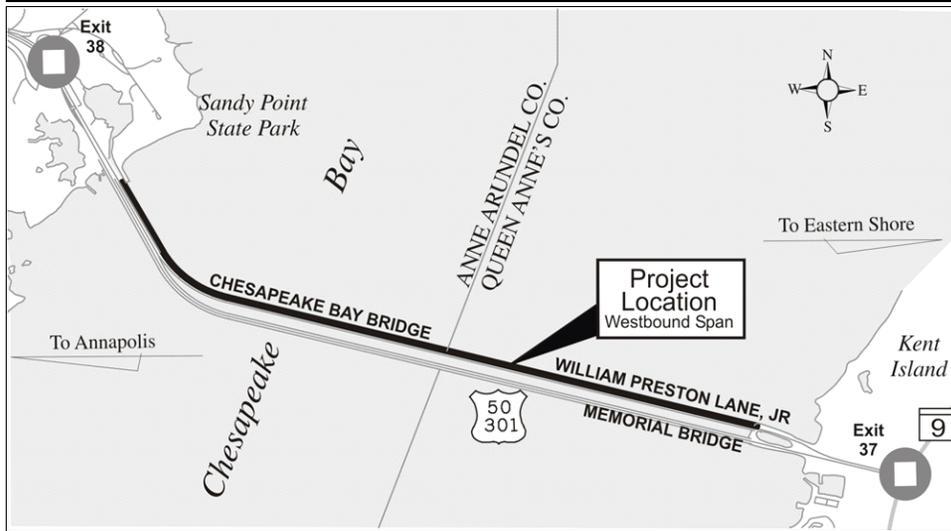
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,125	15,089	36	0	0	0	0	0	36	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	119,172	94,651	24,521	0	0	0	0	0	24,521	0
Total	134,297	109,740	24,557	0	0	0	0	0	24,557	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Construction funding only included for Phases 1 and 2. Phase 3 and 4 construction funding will be addressed as engineering progresses.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. The improvement will protect the steel components of the bridge and extend the useful life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

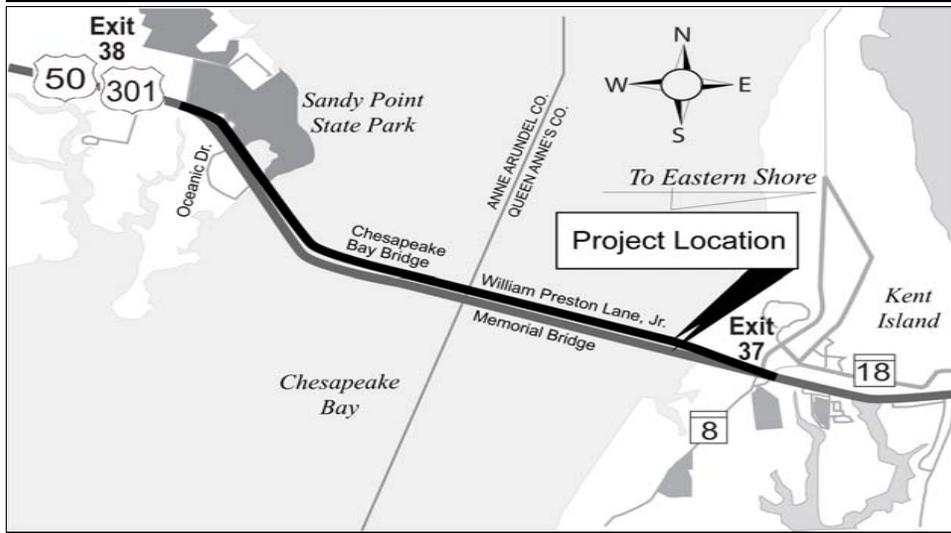
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,281	194	2,625	360	82	20	0	0	3,087	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,370	99	12,537	19,377	6,357	0	0	0	38,271	0
Total	41,651	293	15,162	19,737	6,439	20	0	0	41,358	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$4.0 million based on actual bid price and the addition of two projects from the System Preservation Minor Projects Program.



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

DESCRIPTION: Rewrap, dehumidify and shield the main cables and anchorages on both spans.

PURPOSE & NEED SUMMARY STATEMENT: The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion and provide shielding for the main cables.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

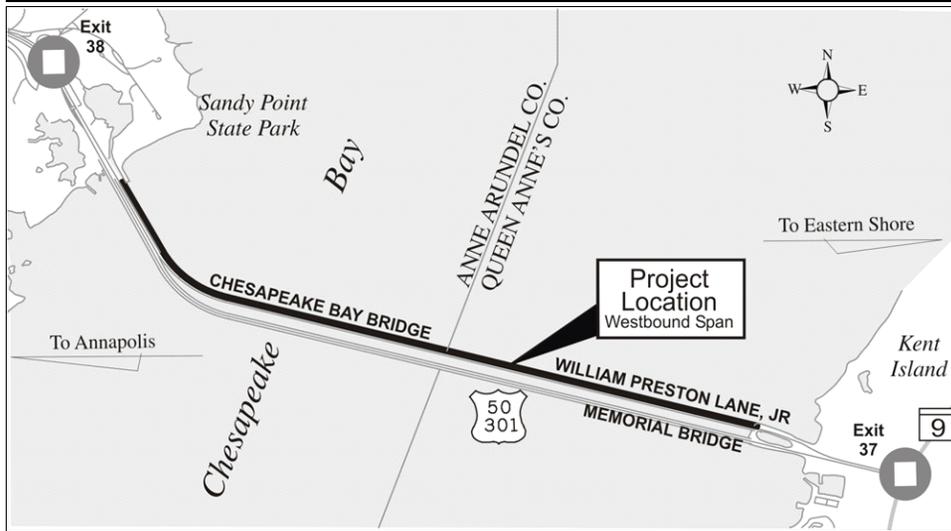
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	1,565	730	0	0	0	0	0	730	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,001	1	89	21,455	21,456	0	0	0	43,000	0
Total	45,296	1,566	819	21,455	21,456	0	0	0	43,730	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$6.4 million due to increased quantities of work indicated by recent inspections.



PROJECT: US 50/301 Bay Bridge - Repair Substructure Westbound Bridge

DESCRIPTION: System preservation work consisting of repairing wear to concrete piles and pile caps and replacing missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

PURPOSE & NEED SUMMARY STATEMENT: Piles and pile caps exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the piles on the east and west approach spans of the westbound bridge.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Repair wear to concrete piles and pile caps and replace missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

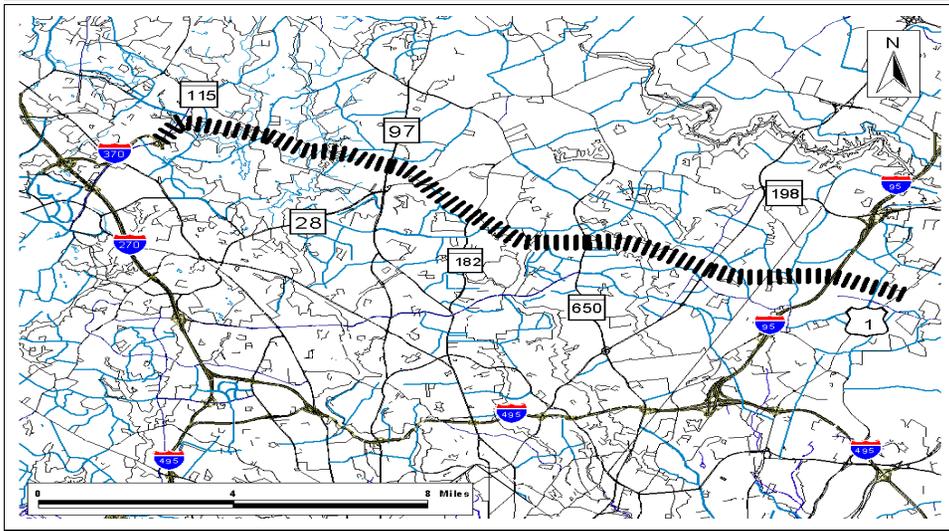
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 19)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	749	634	60	55	0	0	0	0	115	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,549	0	1,246	3,303	0	0	0	0	4,549	0
Total	5,298	634	1,306	3,358	0	0	0	0	4,664	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$9.3 million due to reduction in scope of work to address substructure repairs only and based on actual bid price.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

ASSOCIATED IMPROVEMENTS:

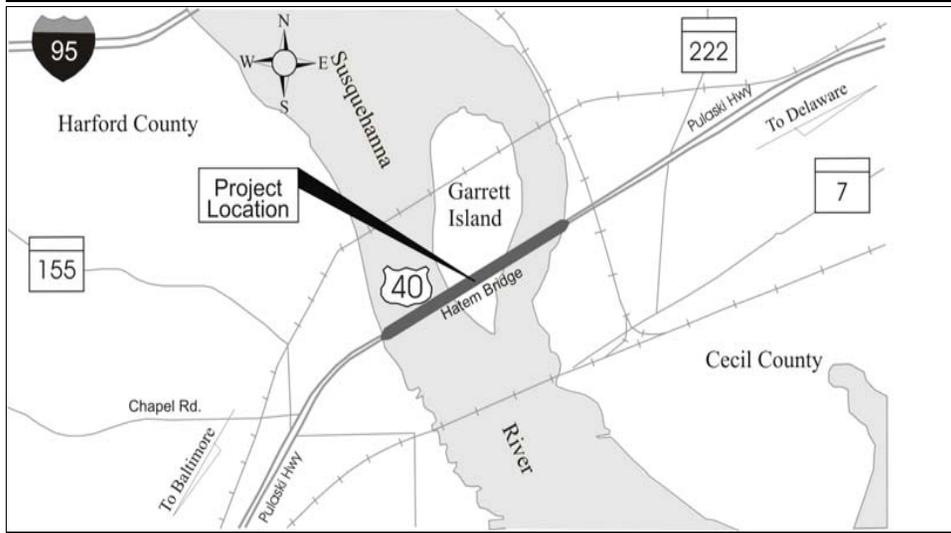
- US 29 Interchanges (Lines 9,10 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 11, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

STATUS: Engineering is complete, right-of-way and construction are underway. Contract A from I-370 to MD 97 was opened to traffic in February 2011. Contracts B and C, extending to I-95, opened to traffic in November 2011. The procurement process has begun for the remaining work, comprising modified Contracts D and E. Work is expected to be completed in 2014.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost reduced by \$37.6 million due to right-of-way cost reimbursement and contingency savings in contracts A/B/C.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	28,889	28,889	0	0	0	0	0	0	0	0	
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	
Right-of-way	264,700	240,448	4,670	12,484	7,098	0	0	0	24,252	0	
Construction	2,056,338	1,637,104	258,452	94,783	63,499	1,250	1,250	0	419,234	0	
Total	2,425,108	1,981,622	263,122	107,267	70,597	1,250	1,250	0	443,486	0	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal aid share of \$19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Replace Deck

DESCRIPTION: Replaced the deck on the Hatem Bridge.

PURPOSE & NEED SUMMARY STATEMENT: This improvement completely replaced the bridge deck.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

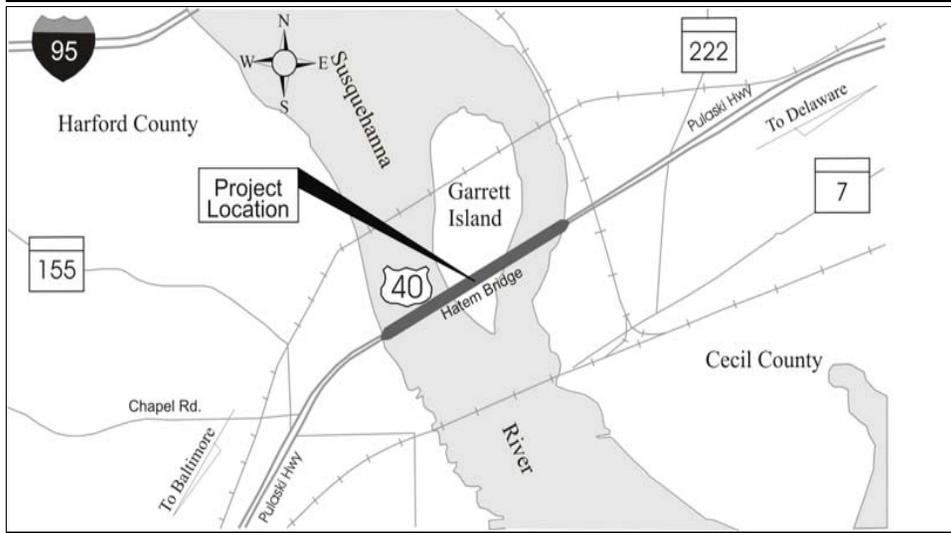
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 23)
 US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 24)

EXPLANATION: This improvement completely replaced the deck with a new grid deck.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,702	3,627	75	0	0	0	0	0	0	75	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	63,065	60,755	2,310	0	0	0	0	0	0	2,310	0
Total	66,767	64,382	2,385	0	0	0	0	0	0	2,385	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitate pier foundations with advanced wear and address pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

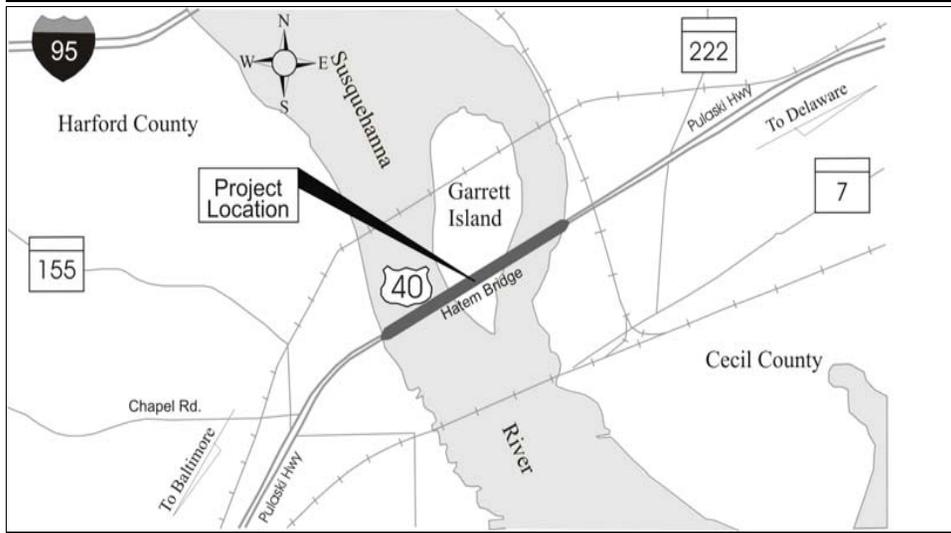
ASSOCIATED IMPROVEMENTS:

- US 40 Thomas J. Hatem Memorial Bridge - Replace Deck - Construction Program (Line 22)
- US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 24)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,561	1,334	90	96	41	0	0	0	227	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	46,456	0	6,350	12,915	21,166	6,025	0	0	46,456	0	
Total	48,017	1,334	6,440	13,011	21,207	6,025	0	0	46,683	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$6.3 million based on actual bid price.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel

DESCRIPTION: Paint structural members throughout the bridge.

PURPOSE & NEED SUMMARY STATEMENT: Bridge has areas of paint wear. This improvement will address existing paint wear and extend the useful life of the structural steel.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

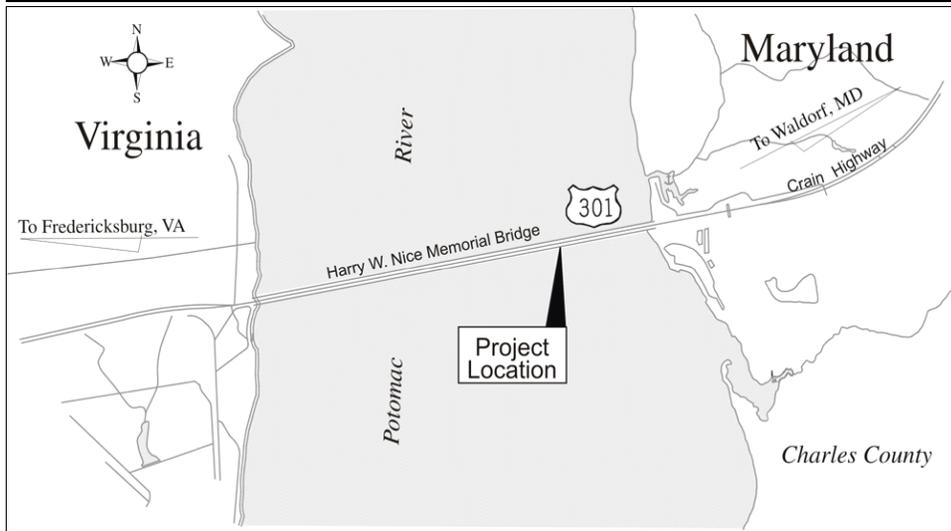
- US 40 Thomas J. Hatem Memorial Bridge - Replace Deck - Construction Program (Line 22)
- US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 23)

EXPLANATION: Bridge has paint wear. This improvement will address existing wear and prevent further wear.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	61	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,073	322	5,360	2,391	0	0	0	0	7,751	0
Total	8,173	383	5,399	2,391	0	0	0	0	7,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$2.6 million based on actual bid price.



PROJECT: US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

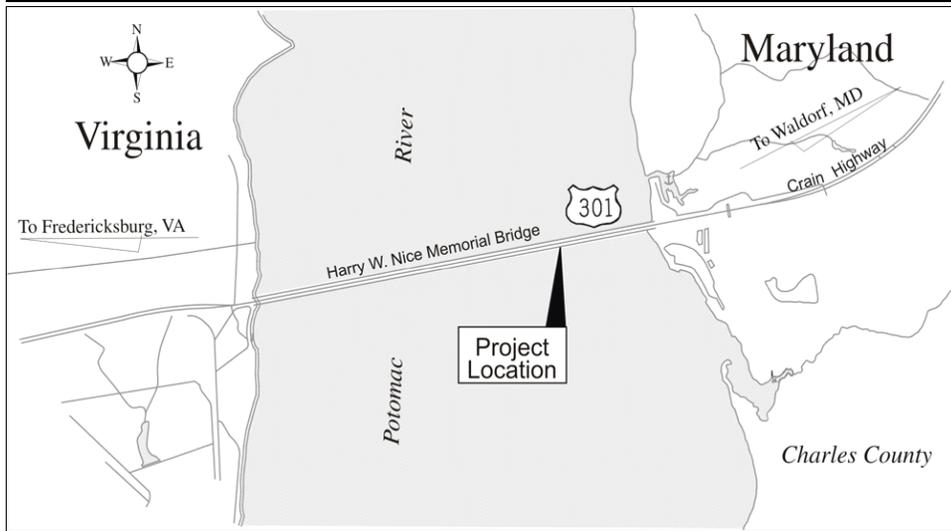
ASSOCIATED IMPROVEMENTS:

US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs - Construction Program (Line 26)
 US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 32)

STATUS: Engineering is underway. Construction is to begin in FY 2013.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	507	161	164	91	91	0	0	0	346	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,200	0	0	6,600	6,600	0	0	0	13,200	0
Total	13,707	161	164	6,691	6,691	0	0	0	13,546	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$3.7 million due to scope change including deck sealing, more inclusive painting of superstructure and additional repairs to steel superstructure elements.



PROJECT: US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs

DESCRIPTION: Rehabilitated and realigned the approach roadways, replaced the existing toll booths and performed misc. structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The existing toll booths were replaced and approach roadways were rehabilitated and realigned. Minor bridge repairs were completed.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing toll booths were replaced and approach roadways were rehabilitated and realigned. Minor bridge repairs were completed.

ASSOCIATED IMPROVEMENTS:

- US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 25)
- US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 32)

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	689	650	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,185	9,556	629	0	0	0	0	0	629	0
Total	10,874	10,206	668	0	0	0	0	0	668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Authority-wide - Upgrade MDTA Radio Communication Systems (700 MHz System)

DESCRIPTION: The State of Maryland intends to purchase an integrated statewide wireless communications system. The system will operate with the 700/800 MHz band frequencies. The implementation of the system will incorporate a phased deployment methodology. The Maryland Transportation Authority will be the first agency to work within this statewide project. MDTA is in Phase 1 Region 1-A which consists of BWI, ICC, Tunnel Command, Nice Bridge, Bay Bridge, and JFK North.

PURPOSE & NEED SUMMARY STATEMENT: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

STATUS: Engineering and construction are underway.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2011		2012	2013	....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,002	319	359	0	0	0	0	678	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	59	10,000	11,941	0	0	0	0	21,941	0
Total	23,680	1,061	10,319	12,300	0	0	0	0	22,619	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Authority-wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

DESCRIPTION: Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

PURPOSE & NEED SUMMARY STATEMENT: Existing DMS signs are experiencing reliability issues and other signs and sign structures are worn. This improvement will also bring signs and other safety features MDTA-wide up to latest standards.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Existing signs, sign structures and DMS signs are worn, requiring upgrades and replacement.

STATUS: Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,453	3,003	450	0	0	0	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,861	12,825	10,813	2,223	0	0	0	0	13,036	0
Total	29,314	15,828	11,263	2,223	0	0	0	0	13,486	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$5.5 million based on actual bid price.



PROJECT: Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

DESCRIPTION: Install electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: This project will enhance the safety and security at five major bridges.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

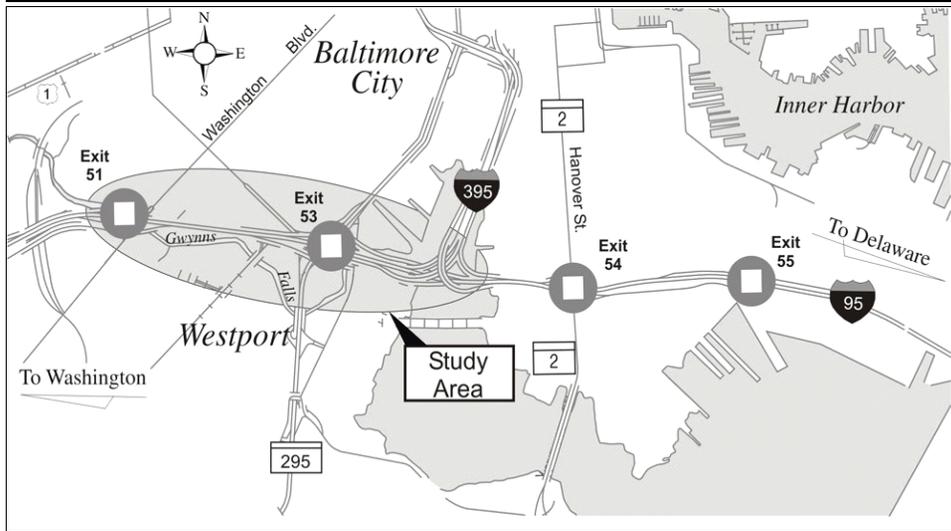
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will enhance the safety and security at five major bridges.

STATUS: Engineering is complete. Construction is to begin in early FY 2012.

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR		
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	....2014....	....2015....	....2016....	....2017....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	612	612	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,898	499	769	844	1,487	2,208	3,016	2,075	10,399	0	0
Total	11,510	1,111	769	844	1,487	2,208	3,016	2,075	10,399	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved from the System Preservation Minor Projects Program to the Construction Program.



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

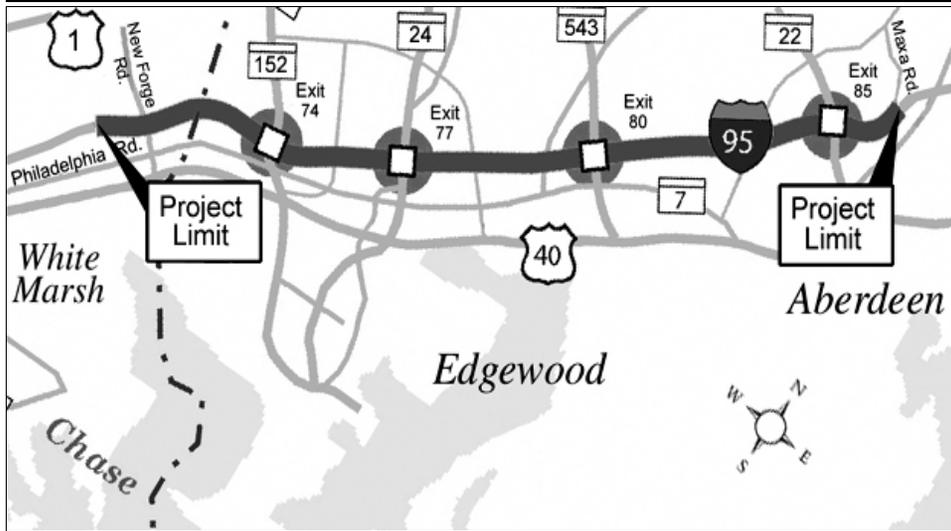
JUSTIFICATION: Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study results show a negative impact on I-95 operations if additional interchange ramps are added. Waiting for Traffic Impact Study for the proposed casino in Baltimore City.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	563	542	21	0	0	0	0	0	21	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	563	542	21	0	0	0	0	0	21	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles) including new park and ride facilities at I-95/MD 152 and I-95/MD 24 interchanges. (BRAC related.)

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E (marginal service, irregular flow with speed variations) during weekday peak hours. Elsewhere, it operates at LOS D (reduced speeds, some congestion) or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F (lowest level of efficiency, frequent slowing required) during weekday and weekend periods.

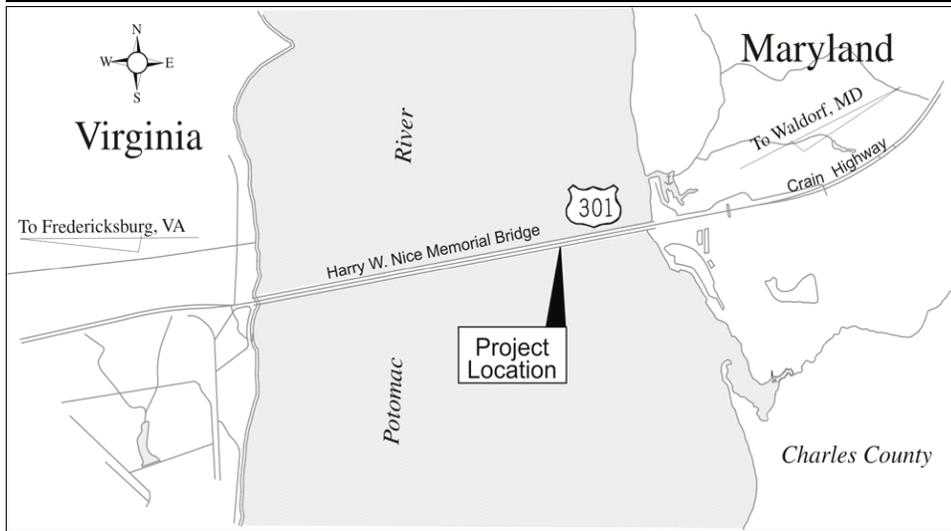
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)

STATUS: Planning is complete.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,476	2,142	334	0	0	0	0	0	334	0
Engineering	4,647	4,647	0	0	0	0	0	0	0	0
Right-of-way	236	236	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,359	7,025	334	0	0	0	0	0	334	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$3.6 million due to planning phase being completed under budget.



PROJECT: US 301 Harry W. Nice Memorial Bridge - Improvement Study

DESCRIPTION: Investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:

- US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 25)
- US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs - Construction Program (Line 26)

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	6,400	5,086	1,314	0	0	0	0	0	1,314	0	
Engineering	100	0	100	0	0	0	0	0	100	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,500	5,086	1,414	0	0	0	0	0	1,414	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Rehabilitate Tunnel Lighting and Control System (0264)	2,482	Complete
2	Replace Electrical Vault (0265)	2,017	Complete
3	Install Environmental Landscape Buffer Along I-895 Right Of Way (Greektown Landscaping) (2163)	18	Complete
4	Replace Moravia Road Salt Barn Dome Roof (2139)	123	Complete
5	Rehabilitate Pavement between Toll Plaza and the K-Truss Bridge (2037)	2,650	Complete
6	Replace Overheight Detection System (2151)	544	Complete
7	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	2,441	Complete
8	Replace Drainage Pipe in Fresh Air Duct (Code 1 System Preservation) (2213)	5,578	Underway
9	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Underway
10	Study Sound Barriers (2233)	390	Underway
11	Replace Vent Fans (Engineering only) (2263)	380	Underway
12	Zone Painting Various Bridges Along BHT (Engineering only) (2279)	50	Underway
13	Clean and Paint Structural Steel - Phase I (2253)	4,182	Spring, 2012
14	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,181	Spring, 2012
<u>F.S.KEY BRIDGE</u>			
15	Study Police Outdoor Firing Range (0464)	1,629	Complete
16	Renovate Engineering Building (2028)	1,123	Complete
17	Renovate Maintenance Garage Building (2024)	1,592	Complete
18	Replace Roof of Police Headquarters (0478)	581	Complete
19	Replace Roofs of Administrative & Maintenance Buildings (2020)	846	Complete
20	Upgrade HVAC Systems at Administration Building (2022)	55	Complete
21	Reconstruct Service Road #3 at FSK Facility (Engineering only) (2234)	775	Underway
22	Replace Breaker and Miscellaneous Electrical Repairs (Code 1 System Preservation) (2203)	317	Underway
23	Replace Light Poles on Francis Scott Key Bridge (2150)	1,186	Underway
24	Replace Underground with Aboveground Storage Tanks - Engineering only (Code 2 System Preservation) (2202)	350	Underway
25	Clean and Paint Structural Steel - Bear Creek Bridge (2252)	8,919	Spring, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2012 and Prior (cont'd)</u>		
	<u>F.S.KEY BRIDGE (cont'd)</u>		
26	Clean and Paint Structural Steel - Phase I (2258)	3,202	Spring, 2012
	<u>FORT MCHENRY TUNNEL</u>		
27	Repair Tunnel Fire Protection System (1401)	6,326	Complete
28	Replace and Rehabilitate Electrical Switchgear (1476)	3,871	Complete
29	Monitor Drainage at FMT Race Street Bridge (2095)	310	Underway
30	Upgrade Central Utility Plant (1477)	1,304	Underway
31	Replace Vent Building Roofs and Misc. Building Modifications (1402)	2,476	Underway
32	Replace Weathering Steel High Mast Light Poles (Engineering only - Code 2 System Preservation) (2206)	592	Underway
33	Repair Hanover Street Ramp (2157)	1,626	Underway
34	Replace Administration Building Generator (2138)	278	Underway
35	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,353	Underway
36	Replace Roof at the Ft. McHenry Tunnel Mechanical Building (Engineering only) (2243)	105	Underway
37	Study Unified Operations Center (2250)	50	Underway
38	Renovate FMT Buildings (Engineering only) (2285)	38	Underway
39	Repair or Rehabilitate FMT Vent Fans (Engineering only) (2251)	100	Underway
40	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	200	Underway
41	Superstructure Repair on I-395 and Zone Painting along FMT South (Engineering only) (2262)	300	Underway
42	Zone Painting Various Bridges Along FMT North (Engineering only) (2256)	50	Underway
	<u>HATEM BRIDGE</u>		
43	Rehabilitate Approach Roadways (Engineering only) (2273)	390	Underway
44	Replace Underground with Aboveground Storage Tank (Engineering only - Code 2 System Preservation) (2222)	150	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>INTERCOUNTY CONNECTOR</u>			
45	Virtual Weigh Study (2230)	75	Underway
<u>KENNEDY HIGHWAY</u>			
46	Monitor Ground Water Recovery System at Maryland House Sunoco Station (1264)	147	Complete
47	Replace 5KV Cable for Rt. 222 Interchange (2155)	386	Complete
48	I-95/MD222 Concept Study (Planning only) (2237)	425	Underway
49	Modify Drainage to Hand Boxes (2057)	375	Underway
50	Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	2,140	Underway
51	Clean and Paint Structural Steel on JFK Bridges (Code 1 System Preservation) (2238)	3,080	Underway
52	Inspect York Building Products Bridge over I-95 (2179)	75	Underway
53	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repair (2182)	5,800	Underway
54	Renovate Buildings - JFK (Engineering only) (2272)	50	Underway
55	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (Engineering only) (2218)	150	Underway
56	Upgrades to Truck Weigh Facilities (Engineering only) (2287)	200	Underway
57	Zone Painting Various Bridges along JFK (Engineering only) (2281)	50	Underway
58	Replace JFK Administration Building 230kW Generator (2239)	290	Spring, 2012
<u>MULTI-AREA</u>			
59	Install Closed Circuit TV Systems and Fiber Optic Spurs along I-95 (1974)	8,362	Complete
60	Repair and Replace Electronic Equipment - Reserves (1902)	1,056	Complete
61	Replace Electronic Toll System and Operation System - Next Generation (1958)	47,656	Complete
62	Study Toll Facility Cost Allocation (2002)	315	Complete
63	Upgrade Authority Operation Center at FMT and BHT (1954)	8,811	Complete
64	Building Security Improvements - Phase II (1983)	8,127	Complete
65	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	8,786	Complete
66	Information Technology Strategic Plan (1942)	2,917	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
67	International Electrical Testing Association (NETA) Electrical Testing - BHT and FMT (2125)	23	Complete
68	Annual Inspection of Authority Facilities (2084)	20,600	Complete
69	Clean and Paint, Bearing Repairs, Modify Joints & Misc. Repairs at BHT and FSK Bridges (1940)	8,216	Complete
70	Study to Evaluate Toll Booth Condition (2094)	74	Complete
71	On-Call Miscellaneous Shotcrete Repair (2149)	10,689	Complete
72	On-Call Structural Repairs and Miscellaneous Modifications (2124)	5,860	Complete
73	Replace Intercom Systems at Toll Collection Booths - Authority-wide (2162)	260	Complete
74	Speed Camera Program (2223)	177	Complete
75	Upgrade and Replace Metal Barriers and Attenuators (1922)	2,652	Complete
76	On-Going Miscellaneous Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	4,091	Underway
77	Evaluate and Upgrade Security Related Plans (1467)	265	Underway
78	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	913	Underway
79	Equipment Budget (1702)	51,793	Underway
80	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,205	Underway
81	Law Enforcement IT Systems Plan - Multi-Area (2060)	9,375	Underway
82	Maintenance & Contingencies and Building Renovation - Authority Wide (1973)	8,297	Underway
83	Miscellaneous Traffic Studies (2131)	5,189	Underway
84	NPDES Environmental Compliance Inspection and Remediation (2007)	19,263	Underway
85	Replace Electronic Toll Collection and Operating System - 3rd Gen. (Engineering only) (2147)	12,184	Underway
86	Comprehensive Building Inspection Program (2177)	1,000	Underway
87	Conduct Authority Market Research (2170)	200	Underway
88	Miscellaneous Paving Repairs (2142)	4,697	Underway
89	On-Call Furnishing and Installation of Camera and CODEC Equipment (2014)	4,287	Underway
90	Right-of-Way and General Fencing at Various Locations (2144)	836	Underway
91	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	3,332	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,200	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2171)	13,200	Underway
94	Open Road Tolling Authority-Wide Feasibility Study (2183)	590	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
95	Study E-ZPass Disaster Recovery Needs (2225)	100	Underway
96	Energy Lease Program (2078)	10,253	Underway
97	E-Zpass IVR Voice Recognition Upgrade (2248)	150	Underway
98	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway
99	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	12,800	Underway
100	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	4,273	Underway
101	On-Call Structural Repairs and Miscellaneous Modifications (2176)	15,700	Underway
102	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,403	Underway
103	Study Commercial Vehicle Inspection Facilities at the BHT, KB, FMT (2073)	255	Underway
104	System Preservation Program Unallocated Fund (1979)	265,624	Underway
105	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	10,211	Underway
106	Replace Generators (Engineering only) (2265)	331	Underway
107	Upgrade and Replace Metal Traffic Barriers and Attenuators (Code 1 System Preservation) (2195)	6,474	Underway
108	Bridge Deck Overlay and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	4,154	Spring, 2012
109	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	1,850	Spring, 2012
110	On-Call Misc. Electrical Repairs (5-year) (2236)	1,440	Spring, 2012
111	On-Call Structural Repairs and Misc. Modifications (2254)	15,700	Spring, 2012
<u>NICE BRIDGE</u>			
112	Fog Detection and Warning System (2154)	60	Complete
113	Renovate Administration Building (1025)	2,132	Underway
114	Replace Roof of Garage Bldg. & Upgrade HVAC of Maintenance and Storage Bldgs. (Engineering only) (2271)	20	Underway
115	Replace Underground Storage Tanks with Aboveground Storage Tanks (Engineering only) (2200)	140	Underway
<u>POINT BREEZE</u>			
116	Replace Roof of Garage Building (2108)	659	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>W. P. LANE BRIDGE</u>			
117	Rehabilitate Toll Collector Tunnel (2050)	75	Complete
118	Replace Roof on Administration/Maintenance Building (2047)	390	Complete
119	Reconstruct/Rehab Pavement - Eastbound & Westbound Approaches to Bay Bridge (2053)	241	Underway
120	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	7,778	Underway
121	Fatigue Retrofits at Bay Bridge - Engineering only (Code 2 System Preservation) (2217)	363	Underway
122	Install Roadway Weather Information System (Engineering only) (2264)	80	Underway
123	Replace Existing DMS at Bridge and Install New DMS - east of MD 404 (1914)	938	Underway
124	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	1,156	Underway
125	Study Bay Bridge Westbound Centralized UPS to Carry BGE feeder (Engineering only) (2268)	105	Underway
126	Install 4 Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	852	Spring, 2012
127	Bay Bridge "Potomac Pier" Study (2286)	350	Underway
<u>FY 2013</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
128	Clean and Paint Structural Steel - Phase II (2255)	5,685	Summer, 2012
129	Masonry Repairs at the Canton Vent Building (2288)	549	Spring, 2013
<u>F.S.KEY BRIDGE</u>			
130	Fatigue Retrofits at Curtis Creek (Code 2 System Preservation) (2214)	10,866	Fall, 2012
<u>FORT MCHENRY TUNNEL</u>			
131	Tollbooth Replacement (2278)	1,271	Fall, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2013 (cont'd)</u>			
<u>KENNEDY HIGHWAY</u>			
132	Clean and Paint Structural Steel - Phase II (2257)	6,025	Fall, 2012
133	Deck Sealing Various Bridges along JFK (2282)	780	Fall, 2012
134	Facility-Wide Hot Mix Asphalt Resurface (2261)	52,260	Fall, 2012
135	Overlay Deck & Repair - Bouchelle Road & MD 213 over I-95 (2275)	3,232	Spring, 2013
<u>MULTI-AREA</u>			
136	Furnish, Deliver, Commission, Warranty and Maintain DMS (2229)	1,439	Summer, 2012
137	On Call Facility/Building Repairs (2240)	4,600	Summer, 2012
138	On-Call Structural Repairs and Miscellaneous Modifications (2291)	15,700	Summer, 2012
139	Remove, Replace and Upgrade Sign Structures (Engineering only) - Northern Region (2289)	850	Summer, 2012
140	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,638	Summer, 2012
141	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	152	Summer, 2012
142	On-Call TMDL Stormwater Retrofits (2290)	5,400	Fall, 2012
<u>POINT BREEZE</u>			
143	Replace Roofs at the Point Breeze Campus (2242)	1,089	Summer, 2012
<u>W. P. LANE BRIDGE</u>			
144	Replace Roofs at William P. Lane Memorial Bridge Campus (2245)	547	Summer, 2012
145	Rehabilitate Toll Booths (2276)	513	Fall, 2012
146	Renovate Bay Bridge Conduit Hangers (2267)	736	Spring, 2013